

RFP QUESTIONS & ANSWERS

Westbound US 84 Mississippi River Bridge Pin and Link Replacements Adams County MDOT Project No. BR-0015-01(120)/106487-301000

RFP Questions received as of November 17, 2014:

- Q1. The bid quantity for item 615-B001 is 337 LF. Sheet 6 (middle elevation) shows barrier rail on the bridge. What pay item does this barrier rail fall under? Sheets 8 & 9 show temporary concrete barrier on the detours, but the limits are not clear. Does the temporary concrete barrier start on the Mississippi side continue over the bridge onto the Louisiana side? If so, this is greater than 337 LF. How is the balance being paid for?
- A1. The quantity for pay item 615-B001 is in error. The correct quantity is 5,055 LF.
- Q2. Also, what sales tax applies for work on the Louisiana side? Is it the same for the entire project or does it need to be separated for Louisiana and Mississippi?
- A2. All sales tax will be paid under the applicable laws of the state of Mississippi for the purposes of this project.
- Q3. Can MDOT please confirm that it is the Department's intent to have the temporary traffic barrier run the entire length of the existing eastbound bridge? There is only 337 LF of precast barrier included in this project. Is this quantity for the barrier correct?
- A3. See QandA #1.
- Q4. Does the bridge have 110 VAC power that the bridge monitoring company can access to power their monitoring equipment?
- A4. No, the bridge has roadway and aesthetic lighting. (Neither use 110 VAC).
- Q5. The revised truss monitoring specifications briefly mention the visual inspection requirements for cracks in Piers 1, 2, and 3. Does MDOT have any additional information regarding the approximate number of existing cracks, locations of the cracks, etc.? Does MDOT have certain sensor specifications for the crack gauges that are needed?
- A5. MDOT does not have any information regarding approximate number or location of cracks. Images of Piers 1, 2, and 3 can be found at the following link: <https://file-exchange.mdot.state.ms.us/dl/?f=3c31a3b37fe602d04b767f7ceaf72b6d71e1fa3e> Additional cracks may be present. At locations where cracks are found, at a minimum the Contractor shall use a standard crack monitor that can measure horizontal or vertical movement via two plates which overlap for a part of their length. Plates shall be fastened to the structure with screws or epoxy. Crack gauges shall be installed roughly every 20 - 30 ft of a continuous crack.

Q6. In order to anchor the line boring machine, our subcontractor will need to mount a base plate to the existing structure. Will the contractor be permitted to tack weld the base plate to temporary bolt heads to anchor the machine? These bolts will be removed and replaced once complete. Nothing will be welded directly to the existing structural steel.

A6. More information is needed and the response depends on the location and purpose of temporary bolts being welded to (i.e. is it a load bearing member, is it a new hole in the existing gusset, is an existing rivet being replaced with a temporary bolt). The contractor will not be permitted to weld to the existing steel structure. MDOT would entertain welding to a temporary bolt and suggests this be addressed in the pin and link removal plan.

Q7. The scope does not clearly indicate the number of sensors at each instrumented cross-section. Can MDOT please confirm how many gauges will be needed at each cross-section? From a measurement perspective our subcontractor has mentioned that each section should most likely have two gauges but there is a significant price difference based on the amount needed per location.

A7. Contractor shall provide two independent gauges per cross section.

Q8. **1.** Can MDOT please confirm that Item 202-B078 “Removal of Pavement, All Types and Depths” is for removing the temporary crossover once all pin and link work is complete? **2.** Does this item include removal of the 36” RCP and other miscellaneous items associated with the crossovers?

A8. **1.** Yes. **2.** Yes

Q9. Will the contractor be allowed to work 24 hours/day during the seven week bridge closure period if needed?

A9. Yes.

Q10. Will silt fence or other erosion control items be required? If so, does MDOT have any details on the proposed layout? Will this be subsidiary to other items?

A10. Yes, erosion control items have been added to the bid sheets via addendum. Layout of erosion control items will be determined by field conditions.